

Michaud Receives Emails from Mainers on Effect of Truck Weight Change

Tuesday, March 09 2010

Michaud will share stories with congressional leaders and push for a permanent fix

WASHINGTON, DC – Last month, Congressman Mike Michaud, a member of the House Transportation and Infrastructure Committee, urged Mainers to email him stories about how the current truck weight pilot program is affecting them and their community. Since then, his office has received many responses.

Michaud will share stories with congressional leaders and push for a permanent fix

WASHINGTON, DC – Last month, Congressman Mike Michaud, a member of the House Transportation and Infrastructure Committee, urged Mainers to email him stories about how the current truck weight pilot program is affecting them and their community. Since then, his office has received many responses.

“These stories illustrate the strong local support for making this truck weight change permanent,” said Michaud, who plans to share the stories with congressional leaders and his fellow committee members. “I encourage Mainers to continue to email me. Sharing local experiences serves a critical role in building the case for a permanent change to Maine’s Interstate truck weight limits.”

Michaud worked with House leaders to ensure that the one year pilot program, which increased Maine’s Interstate truck weight limit to match state limits, was included in a funding bill passed last year. Michaud has secured multiple Transportation and Infrastructure Committee hearings on the truck weight issue and has been working with a bipartisan group in the House to promote a permanent solution.

“Mainers deserve a permanent solution to this issue so that we can improve road safety, increase productivity and remain economically competitive with our neighbors,” said Michaud.

Excerpts from emails Michaud received can be found below.

Mr. James Hodges, who is a police officer in Bangor:

As a police officer in Bangor, I saw first hand how the routing of heavy tractor-trailers through narrow and congested city streets created a very unsafe environment for the walking and driving public. I also saw first hand the tragic result when a pedestrian and truck crossed paths a few years back.

When the truck bill finally passed it was like a magic wand had removed the majority of these vehicles from our local roads. Obviously the truck owners and drivers were happy as they immediately began using the Interstate, a place where they should have been all along. I can only hope, from a safety perspective, that this temporary measure becomes permanent. Any argument that these trucks should return to our city and town roads will be based on falsehoods and, if successful, will most assuredly have disastrous results.

Ms. Patricia Kerfoot of Hampden, Maine:

I live on Route 1A in Hampden and there has been an appreciable and very welcome reduction in truck traffic since the pilot program started. I am really looking forward to summer when the truck noise at night is very disturbing when windows are open. Hopefully it's going to be a lot quieter this year. I do hope the program is made permanent for this

reason, not to mention safety issues and the wear and tear on local roads.

Mr. Michael Beardsley of New Gloucester, Maine:

Thank you for your efforts to make the increased truck weight limit on I-95 permanent. As the Executive Director of the Professional Logging Contractors of Maine, the increased weight limits help reduce costs for businesses in the State. According to estimates provided to the Maine Department of Transportation, trucks traveling on the I-95 are 14-21 percent more fuel efficient than the same trucks on secondary roads. This has a direct impact on our members' bottom line by reducing travel time, reducing wear and tear on equipment, and saving on fuel expense costs. Thank you again for your efforts which directly support Maine's loggers.

Mr. Marim Rooney of Hermon, Maine, who was a truck driver for over 35 years:

Hey Mike, just wanted to let you know what a positive impact it's been having the trucks roll down the interstate where they should have been years ago. Not only were they tearing up the secondary roads, like RT#2, but were also a great safety hazard to people pulling out of their driveways. The interstate was built to accommodate the heavier loads, with a deeper base & better drainage. This makes our roads much less costly to maintain & more fuel efficient for the truckers.

#